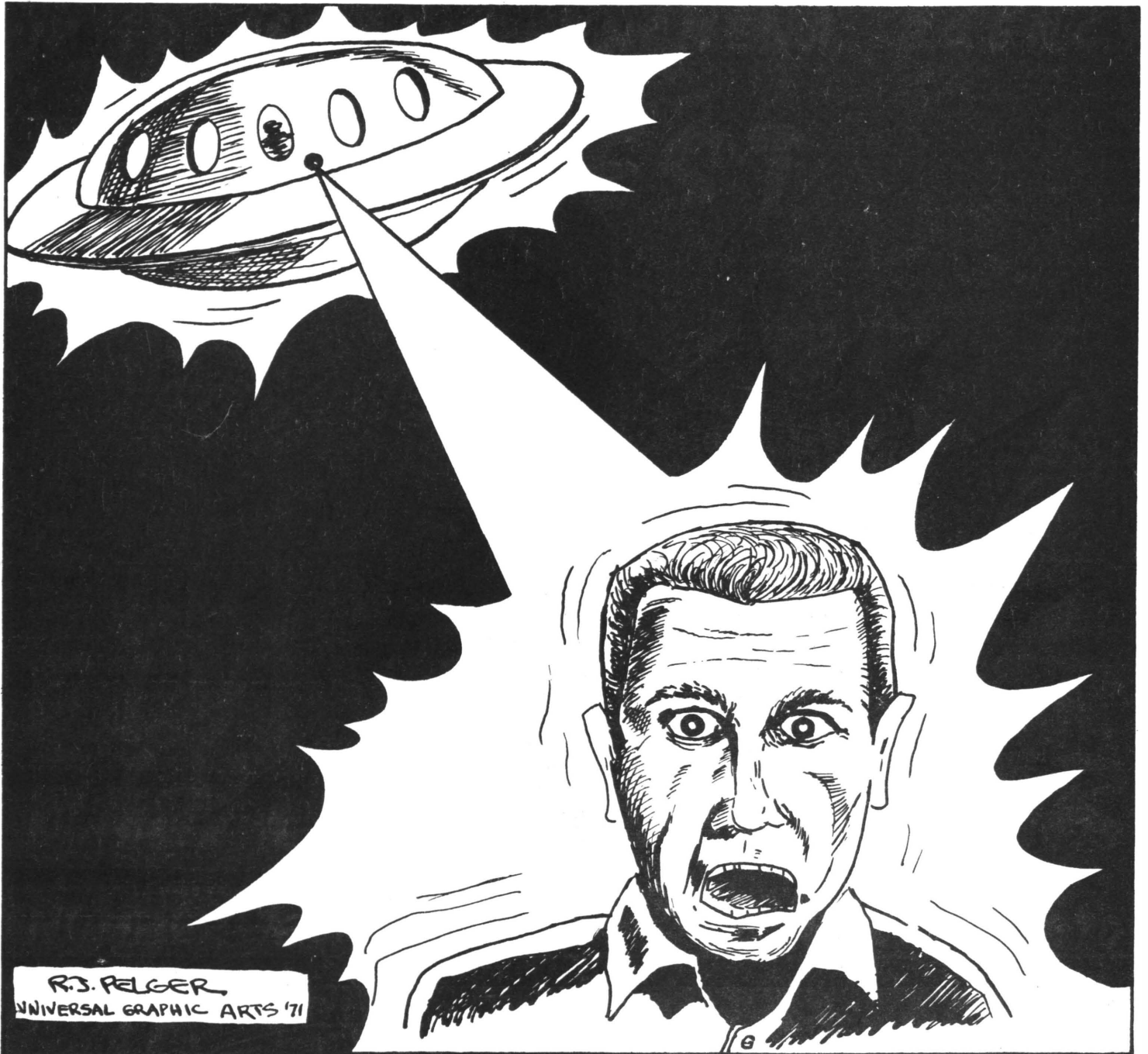


FLYING SAUCER

NUMBER 16

WINTER 1970



UNITED AERIAL PHENOMENA AGENCY

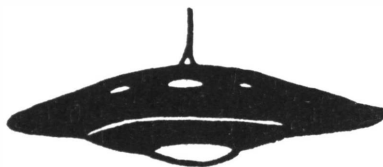
DIGEST

CONTENTS



COVER STORY	page 2
EDITORIAL	page 3
MR. DELLSCHAU'S AIRSHIP	page 4
READERS SAY	page 9
THE BRIXHAM AIRSHIP	page 10
SPECIAL OFFER	page 11
DEFINING UFOLOGY?	page 12
LUCIFER	page 13

COVER STORY: Numerous cases of UFO's have been reported to have emanated a peculiar blinding ray of bright light at objects, animals, and even people. Some reports claim that the light has been known to penetrate a persons body and cause them momentary paralysis. There have been some cases (very few), however, where persons have died hours later due to the effects of the ray.



FLYING SAUCER DIGEST is published quarterly by the UNITED AERIAL PHENOMENA AGENCY (U.A.P.A.) in Cleveland, Ohio. Editor: Allan J. Manak; Assistant Editor and Historian: Rick R. Hilberg; Assistant Editor: Elmer R. Schutt; Art: Ron Pelger (Universal Graphics Arts); Business Manager: Edward Bieble; Associates: Dave Olesko; Columnists: Robert Easley, Kenneth Larson, Lawrence Blazey. Subscription is \$2.50 (\$3.50 Foreign) for (four) quarterly issues (one year), or \$4.75 (\$5.75 Foreign) for (eight) issues (two years). Single copies 75¢ (85¢ Foreign). The UNITED AERIAL PHENOMENA AGENCY is a non-profit organization dedicated to the better understanding and clarification of the subject of Unidentified Flying Objects (UFO's). All correspondence and manuscripts are welcomed, but must be accompanied by stamped, self-addressed envelope if desired to be returned. Address all correspondence to: U.A.P.A., P.O. BOX 9811, Cleveland, Ohio 44142.


Editorial

Allan J. Manak

The U.A.P.A. is proud to announce the new look with this issue--the semi-hard cover and back pages in Flying Saucer Digest. We at U.A.P.A. think this method will help to protect and preserve your copies a little bit longer. Because of our much larger mailing list, now that UFO Magazine is part of Flying Saucer Digest, we urge all UFO publishers to write to U.A.P.A. for the all new price list on advertizing rates in "Digest". Notice, also, the new regular article to appear in "Digest" periodically--UFOLOGICAL THEORIES. These articles will be written by some of the most prominent writers today in UFology. Also, from time to time, we will be presenting our own book reviews of new books to hit the market. We have to publically thank our regular writer, Robert Easley, for his great articles in the past, but particularly his latest triumph. In case you haven't noticed by now, this article appears in this issue. Also, in this issue, is a new series of articles by P.G. Navarro. The series will appear in the next three issues. They were originally sent to Mr. Hilberg as individual letters. I personally think you will enjoy them.

A very interesting slant on the UFO enigma is the - Late Year Flaps - for instance, the November flap this year. It seems in the past, November is one of the big months in UFology. We at U.A.P.A. have received many sighting reports.

I also would like to make mention of a new book by Mr. Hilberg and Mr. Easley entitled "Saucer Album--Two" - the ad appears elsewhere in this magazine.



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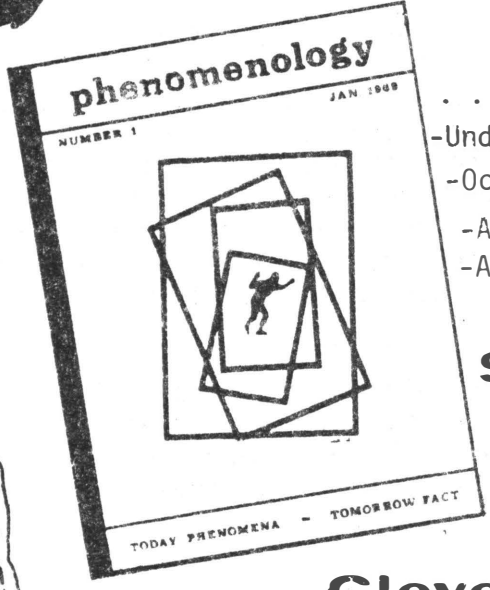
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MR. Dellschau's Airship

P. G. Navarro

Introduction

So much has been written recently in both American and British publications regarding the exploits of airship inventors in the late years of the nineteenth century in the United States. Some have attributed the airships, which were seen by thousands, to the inventor, Edward J. Pennington. Others, notably John A. Keel in his recent UFOs: OPERATION TROJAN HORSE, have pointed the finger of speculation to Wallace E. Tillinghast, although the Tillinghast machine was supposedly constructed in the early twentieth century.

As a UFO researcher for quite a few years, and at the time editor of UFO MAGAZINE, it came to me as no surprise that on July 20, 1970 I should receive a letter from Pete Navarro in Houston telling about the alleged activities of the eccentric Dellschau and his Sonora Aero Club. While the following series of letters from Mr. Navarro to myself to be published in these pages in the months to come may tell only of the ravings of an old, possibly senile man, they do contain what seem to be correlations of names, times and events.

I, personally, cannot honestly state whether what Mr. Navarro has found will eventually "solve" the airship mystery, but, at the same time, I congratulate him on his excellent historical research into a fascinating enigma.

Rick R. Hilberg

Part I

Dear Mr. Hilberg,

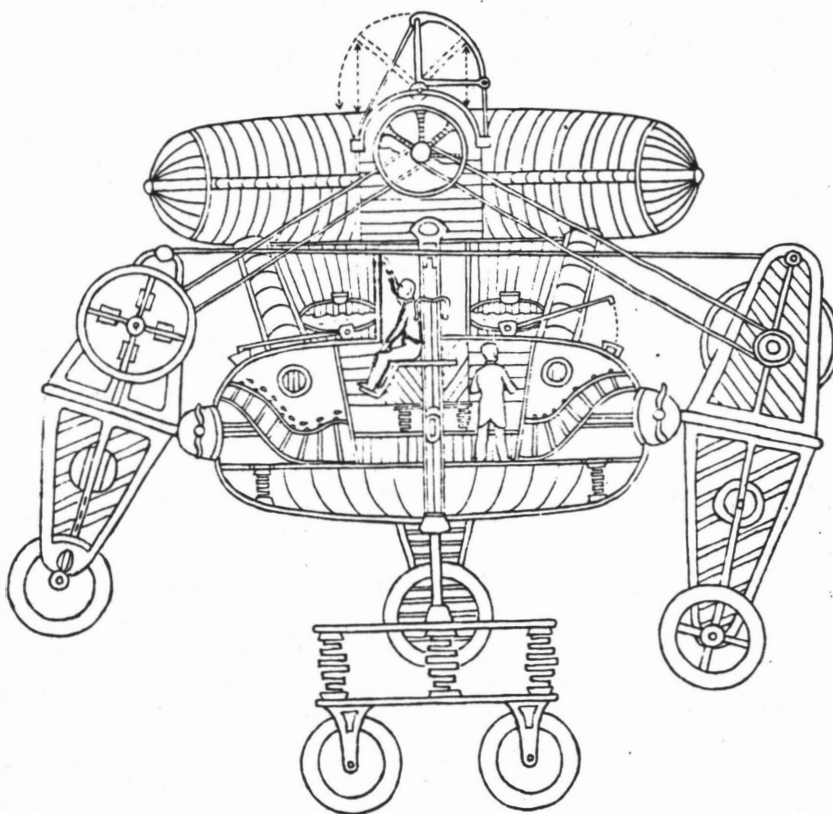
What I am writing to you about may not have anything to do with UFOs, but may have a relation to the "mysterious airship" sightings that I wrote to you about some time ago. This concerns some strange and fascinating books that were recently discovered in a trash dump--how they wound up there no one seems to know but, all considered, this may not have been the most deleterious thing that could have happened to them, since it brought them to light thereby making it possible for us to know about them and of their contents which may prove to be, not only a collection of data and information pertaining to aeronautical developments, but may contain heretofore unknown historical facts of events that took place in the area of Sonora, California in the 1850's.

From information that I have been able to gather regarding the origin of the books and of the man who produced them, I have the following account to give you, most of which is my own interpretation or conjectures derived from the writings contained in the books, but some of which is veridical information that was obtained from people who actually knew the man when he was still living.

It seems that around the turn of the century, this man, Dellschau by name, who lived in a back room of a house on Stratford Street, in a once-plush residential section of this city of Houston, began to put together into book form, an extensive collection of material dealing with aeronautics, and, from notes and by recollection, to make drawings of strange-looking aircraft. This was about the time that the Wright brothers were beginning their experiments with their first aeroplane. In the meantime, Dellschau was making detailed drawings and designs of airships, some of which, according to his writings, were actually built and flown.

His airship designs were like nothing that has ever been seen in the air; unless, of course, you take into account the strange sightings of the mysterious airships that made their brief appearance in the 1890's and then disappeared from the scene--and, like the present-day reports of flying saucers, no tangible evidence of their existence was ever produced to verify the thousands of eye-witness reports. But this was in the 1890's ... Dellschau's airships presumably were designed and have been the progenitors of the airships that were observed some thirty-eight years later flying over the cities of San Francisco and Oakland, only about a hundred miles distance from Sonora? Perhaps they were and perhaps not, but the fact remains that through the discovery of these books and by the interpretation of their cryptic contents there is revealed a strange account of occurrences and events that point to the possibility that a group of scientists or aeronautically-minded intellectuals may have lived and worked together in that far-western mining town of Sonora, intent upon designing and constructing a navigable airship. The question is: if they did construct and fly one of their creations, why wasn't the fact made known to the world?

It is presumptuous enough to believe that Dellschau's airships were actually built and flown, but that a group of men could actually have been engaged in this unusual undertaking and absolutely no mention of their activities, nor knowledge of their organization ever having been noted is well nigh incredible ... for there is no record, to my knowledge, of their sojourn in or near the area of Sonora in any historical chronicles of the times. There may, of course, be a valid reason for the secrecy in which the project was carried out. In the first place, they were all members of a secret society. Besides that, it must be remembered that during the early part of the nineteenth century scientists had a penchant for keeping the results of their researches and discoveries to them-



selves, specially in the field of aerodynamics. Simpler yet, the group may not have wanted their discoveries made known, for reasons of their own--who knows what reasons? There are people in this world, particularly scientists, who feel that since they are able to control or mold some of the environmental factors affecting humanity, that they owe a certain measure of responsibility to their fellow-men, and, consequently, if they feel that their ideas or discoveries would be a contributory factor causing death and destruction to humanity, then they would rather keep the ideas or discoveries to themselves. Isn't it known that Nostradamus, in reading some of the ancient books, decided that some of the things written in them would not benefit humanity and destroyed them?

Dellschau's airship drawings, all carefully done with the exactness and pointed detail of an engineering draftsman include front, side, top, bottom and cross-section views ...and, technically you wonder if an actual model of one of the machines could actually get off the ground, much less maneuver up in the air with all the gadgetry and cumbersome equipment with which they are loaded. For one thing, the heavy body of the machines seem to be radically out of proportion to the gas bag, or balloon, which is intended to lift the contraption. Taking into consideration the large amount of gas (usually hydrogen or helium) that is required to lift one of today's dirigibles, or even a small blimp; it is inconceivable that the small quantity of gas that is used in Dellschau's airships would be sufficient to lift it. It, therefore, presupposes that a different type of gas from that used in present-day dirigibles was probably used to lift Dellschau's airships. What was this gas?

According to Dellschau, this gas was a substance called "NB" and had the property of negating weight. Note that Dellschau, in his notes, states that the gas "negates" weight. He doesn't say that it lifted the weight; but that it "negated" it, or, in other words eliminated it. He was, in fact, telling us that this gas was practically an anti-gravity substance.

In view of the existence of such a gas as NB, then the airships, which Dellschau called Aeros, although seemingly awkward to manipulate and too heavy to get off the ground, might yet have their feasibility factor. That is, they actually could become airbourne by the use of the gas called NB which would give them buoyancy or lift necessary to get them into the air.

In this connection, we come again to the matter of the "mysterious airships" and see if there might be a relationship in Dellschau's mention of this gas that negates weight and the mention of an anti-gravity device or substance by the pilot of one of the mysterious airships.

In my perusal of Dellschau's books, I had come upon a notation in the corner of one of the pages, or "plates", as they are designated, in which the name Wilson was written. I had been looking at the books with the express purpose of finding that name since I had come to the conclusion that Dellschau, in writing about the things that had happened in those years past had also decided to remember, or "memorialize" the names of those with whom he had worked and been acquainted with by inserting their names somewhere in his books. I was more than mildly surprised, to say the least, when, having looked through practically all the books, of which there are eleven, I came upon the notation reading: "TOSH WILSON AND CO."

Now, I don't know that the first name of the man whose name I was looking for was Tosh, but I did know that his last name was Wilson and that he was the pilot of an airship that had been seen to land in several places in Texas and Arkansas, and it has also been observed that he had a crew consisting of two or three men and a woman

with him.

"Tosh Wilson and Co." naturally, would refer to the pilot or Captain of the airship and his crew, since the crew of a ship is known as the ship's company. From this bit of information there seemed to be a very positive chance that Dellschau might have been acquainted with the "Aeronaut" named Wilson.

The question that concerns us regarding Wilson is whether he possessed the secret of anti-gravity. There is good reason for asking this question, which an account from the newspaper reports of the times, regarding his journeyings will make clear.

It was on Monday, April 19, 1897 that the "mysterious airship", which had been reported seen in a dozen different towns throughout Texas, was seen to land near Beaumont by a Mr. J. R. Ligon. He and his son Charley had driven home at 11 o'clock that night and were unhitching the horse when they saw a light in the adjacent pasture. They went over to investigate and discovered four men moving around a large dark object, which was an airship. Mr. Ligon talked with one of the men who told him his name was Wilson and that he and his companions were traveling in a flying machine. After getting a supply of water from his house they boarded the ship again and flew away.

Another report of this mysterious airship came from Uvalde, Texas where it was seen the following day, Tuesday, April 20 at 10 o'clock in the evening. It was observed by Sheriff H. W. Baylor, who went to investigate and was surprised to find that it was an airship with a crew of three men. They told him that they were on a trial trip and did not wish their presence known to the people of the town. One of the men gave his name as Wilson and said he was from Goshen, New York. He inquired about one Captain Akers, whom he understood lived in that section. He said he had known Captain Akers in Fort Worth in 1877 and to give him his regards. After procuring water at the hydrant in Mr. Baylor's yard, they boarded the airship and took off.

The newspaper made a further investigation of the Baylor report and contacted Captain Akers requesting him to let the public know what he knew about Mr. Wilson. Captain Aker's reply was the following:

"Noting that on the airship said to have been seen by Sheriff Baylor in Uvalde, was a man who gave his name as Wilson, who claimed to have known me in Fort Worth, I can say that while living in Fort Worth in '76 and '77 I was well acquainted with a man by the name of Wilson from New York state and was on very friendly terms with him. He was of a mechanical turn of mind and was then working on aerial navigation and something that would astonish the world. He was a finely educated man, then about 24 years of age, and seemed to have money with which to prosecute his investigations, devoting his whole time to them. From conversations we had while in Fort Worth, I think that Mr. Wilson, having succeeded in constructing a practical airship, would probably hunt me up to show me that he was not so wild in his claims as I then supposed. I will say further that I have known Sheriff Baylor many years and know that any statement he may make can be relied on as exactly correct".

On the night of April 21, a Mr. John M. Barclay, living near the town of Rockland, Texas observed the airship which landed in a pasture adjacent to his house. He went over to investigate and was met by an ordinary mortal who would not permit him to approach nearer the ship. When Mr. Barclay asked who he was and what did he want,

the man answered: "Never mind about my name, call it Smith." After obtaining some things they needed for the repair of their ship, they again boarded the aircraft and flew away.

About two hours after the Barclay contact, an aerial visitor settled to earth at Harrisburg, Arkansas. It was reported that there were three men and a woman on board. They were taking on a supply of fresh water. One of the men talked with the witness (a Mr. Harris, who was an ex-Senator) and told him a story containing some information regarding the possible method by which the airship was made airborne. It referred to a scientific invention made about the year 1871, by which the laws of gravitation were entirely and completely suspended. The inventor was the Aeronaut's uncle. When his uncle died he left the invention locked in a vault, from which, after a lapse of about nineteen years (about the year 1890) he was able to secure it, and having plenty of money at his disposal, had devoted his time and talent to experimenting. Finally, after having experimented for seven years he had eventually succeeded in developing and constructing an airship, which he was then testing. (This would have been about the year 1897, the year of the airship sightings in Texas and Arkansas). He stated that he flew his airship only at night to keep from being detected, as he was not quite through experimenting with it. According to his account, he was able to suspend all gravitation by placing a small wire around an object. He also said that he would attempt to visit Mars before he put the airship on public exhibition.

It may be noticed that all the particulars of the man's story seem to correlate to the years and incidents of the various airship sightings reports, and with the stories of others relating to the Wilson contacts.

As may be also seen from the above account, no mention is made of an anti-gravity substance or an anti-gravity gas; only that gravitation was suspended by placing a small wire around an object. Could it be that the mention of a small wire being the method by which gravity suspension was achieved was merely a subterfuge for the actual method used. Isn't it true that in many cases of contacts with UFO-nauts they seem to make certain devious pronouncements which may be merely concoctions to throw off the querulous and curious?

Although no other reports that I know of mention the use of an anti-gravity device or substance for the use of lifting and propelling the airships, I do not doubt the possibility of there actually being an anti-gravity device or gas that was being used by the Aeronauts who flew the mysterious airships or Dellschau's Aeros. How, otherwise, could such ponderous and unwieldy contrivances get off the ground? You should see some of the designs, they were veritable monstrosities.

We should, in all fairness, give credit to the members of the Sonora Aero Club for being the visionaries that they were; for they had no precedent to go by in designing their airships. You must realize that in the 1850's the only flying craft was the balloon, but it was not navigable, and prey to the whimsies of the wind. Many methods of propulsion and means for controlling the flights of balloons were tried, but without success. Thus, the members of the Sonora group were treading on virgin ground when they began to propose ideas that were fantastic for their times and certainly would be amazing even today if some of their proposals and the workings of their power units and their "lift power" gas was known and applied to some of our machines of today.

The strangest thing about his books is the manner in which the information, or data contained in them is written, as though his purpose was to discourage the vulgar, but

which would have meaning to anyone who had the inclination and the time to decipher the messages contained in them. A lot of the information is in a secret code, and a lot is in the form of anagrams and symbols. Most of it is in English, but a great part of it is in German, which requires translation.

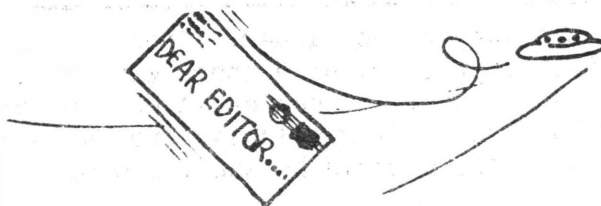
From the time that he started to make his drawings, till the time of his death in 1924 at the age of some ninety-two years, Dellschau must have produced upward of five-thousand "plates", consisting of hundreds of airship drawings and newsclippings from newspapers and magazines which he carefully pasted on sheets about 22 inches square and then decorated them all with fancy abstract patterns into which he incorporated mysterious symbols and messages in code or in English or German. Some of his messages are nebulous until properly interpreted. There are only eleven of his books extant that I know of, but there may be others, if they haven't already been thrown away in the trash and destroyed.

One of Dellschau's messages, in code, which I have been able to decipher and translate reads as follows:

"You ... Wonder Weaver ... You will unriddle these writings. They contain my stock of open knowledge. But they will end like all others ... with good intentions, but too weak willed to assign and put to work."

Though not a literal interpretation of the coded original, the meaning of the words seem clear enough. They tell us that eventually the puzzle that are the books of Dellschau will be solved and that it will be found that they contain information into the knowledge of things and events that transpired during a period of time past in which he (Dellschau) and the others were engaged in experimenting and delving into the secrets of flight. But it seems, they lacked leadership, and all their endeavors were destined to end in failure.

Readers Say



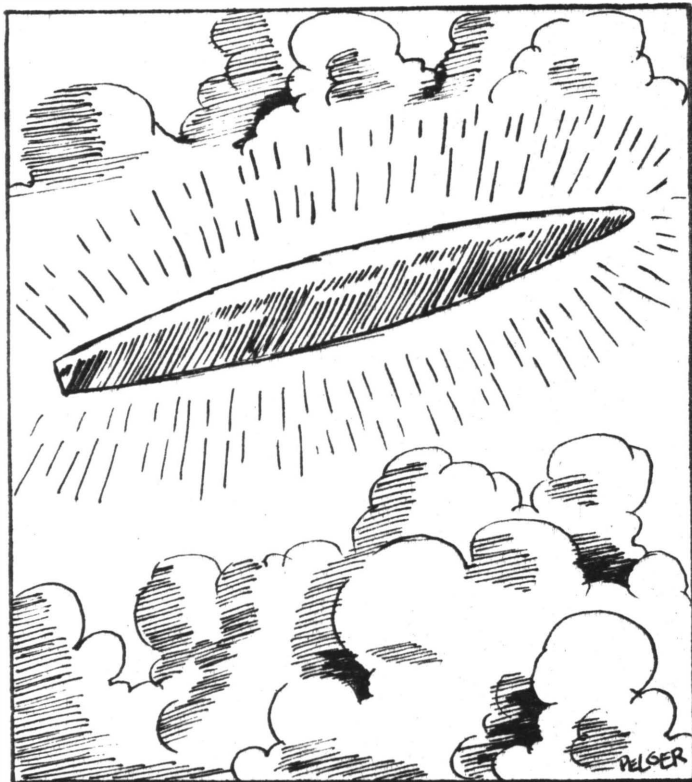
"I was a member and subscriber to UFO Magazine for over 4 years, so when they went with Flying Saucer Digest I was shocked. Then I received my first issue of Digest and, to my surprise, Digest is great--the illustrations are great--the articles are great--I'm glad that UFO Magazine and Flying Saucer Digest are together to form the best magazine in UFO history!"

B. C. Dromen
Miami, Florida

Ed. Thanks, Mr. Dromen, I'm lost for words.

The Brixham Airship

Rick R. Hilberg



A Brixham, England woman had a close look at a spectacular aerial intruder that was sighted by many in South Devon on October 6, 1969. Miss Lilian Eyre was with the Royal Air Force during the war, and had an opportunity to gain firsthand knowledge of aircraft and their operations. She knows what an aircraft should look and sound like, as she has flown considerably during the years.

At 10:10 p.m. on the sixth, she was standing on Windmill Hill, Brixham, looking at the sky. It was an extremely clear night as she was picking out the various star groups. Suddenly she saw what she thought was a flare on the coast near Sidmouth.

"I had been there about two to three minutes and was just turning round to go in when I saw this tiny red light. At first I thought it was stationary.

"Then it got larger and larger. Then it appeared to be not one but three pulsating red lights. Over Berry Head there was suddenly a blinding white light lasting about three seconds. It seemed it was not higher than 2-3,000 feet. It was lowish and the nearest estimation of speed would be about 250 mph.

"It looked just like an aircraft fuselage without any wings. Then I heard an engine and thought 'well it's just an aircraft after all'. But the engine was not like any jet or piston engine. It was a slow thudding sound as if it was on low power."

Miss Eyre lost sight of the object as it continued on in the direction of Dartmouth.

She was by no means the only person to see the eerie sight, for others in the vicinity also caught a glimpse of the craft.

Mrs. J. Kimberley of Brixham was with her husband at the Brixham Yacht Club when she saw three red lights coming from the direction of Torquay headed towards Brixham. As the object got near she saw a bright white light flash on which she described as being



similar to an aircraft landing light.

Said the former airline stewardess, "We thought it might have been a helicopter. But I don't really think so. I don't really believe in UFOs, but it was very odd."

Mrs. P. Giret of Kingskerswell, was sitting in her husband's car at about 9:45 p.m. near Oddicombe Beach when she spotted the object.

"We had gone out to give the dog a run, and as I was waiting in the car I saw one red light in the sky. Then it became much brighter. It appeared to be above Sidmouth, and after remaining stationary for a while, it moved a short distance and stopped again.

"My husband thought it might be a helicopter, but for some reason I wasn't convinced. It was still there when we left about ten minutes later."

Another to sight the visitor was Mr. T. Blackmore of Dartmouth who was at home when the object approached from the direction of Brixham. Mr. Blackmore, who served in the RAF for five years, heard the object making a slow thudding sound and saw "intense bright lights."

Mr. H. G. Shepherd of Torquay was driving down Fleet Street when he saw the cluster of red lights passing over the Riviera Hotel. "It was extremely low for an aircraft and I could not see any navigational lights." After first sighting the object at 8:15 p.m., he saw it off and on for almost a half hour.

So excited about sighting the UFO, Mr. Shepherd called his friend, Mr. R. Smith and told him to have a look at it.

Mr. Smith hurried over to Ilsham to observe the object along with Mr. Shepherd. With the aid of a pair of binoculars of Smith's they could see "three or four closely clustered lights and then two flashing red lights slightly higher." Shepherd estimated the altitude of the UFO to be about 500 feet, and noted that it was moving slowly. They lost sight of the object as it moved out into Lyme Bay.

Mr. Shepherd was interested to note that his father had seen a similar object the same night from their house in Watcombe.

What was the object that flew around the Brixham area that Thursday night? From the descriptions given by witnesses it certainly was no aircraft, and hardly some sort of natural phenomena. This multiple witness case must be chalked up as an unknown.

S P E C I A L O F F E R

UAPA has acquired all remaining back issues of Rick Hilberg's UFO Magazine and UFO Magazine's News Bulletin, and can now offer them to our readers at a substantial savings. These back issues date back to 1964 and should be of special interest to collectors of UFO material.

UFO Magazine contained articles on a wide variety of saucer topics by some of the best known writers and researchers in the UFO field. Fact was presented as fact and speculation was presented as speculation, so the reader knew the exact nature of the material he was reading. While supply lasts we offer twenty back issues--over one hundred and twenty pages of reading--for only \$6. Act now!

Defining Ufology

Robert Easley

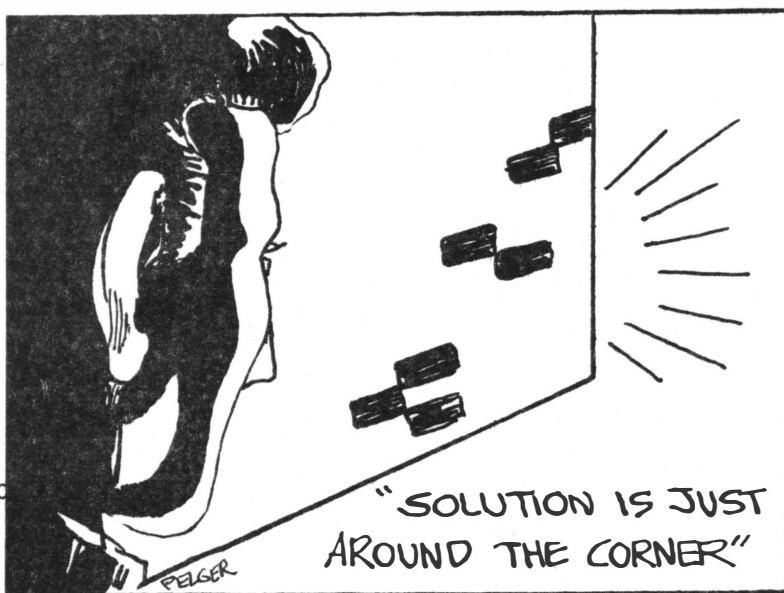
Attempting to define the word "UFOlogy" may pose one of the hardest tasks yet in this field. Perhaps this is why there is no clear-cut definition.

UFOlogy has, occasionally, been called "the scientific study of UFOs". This definition does not work because of the word "scientific".

At present, there is no scientific way to study UFOs. Since they appear unannounced, there is no way to set up instruments of any sort with the hopes of solving the mystery of their true identity. Sure, one could go to a "flap" or "window" area with his instruments, but still never see a UFO.

It is impossible to duplicate a UFO in the most advanced laboratories of the world.

There have been some attempts to build a working model of a UFO (AVRO disc of the mid-1950's) but these, too, have proved to be miserable failures.



This leaves us with one possibility. The only way one can define UFOlogy accurately is to sound crazy. It is an irrational, unorganized, inarticulate subject. Maybe the craziness is the only orderly thing about it. Perhaps if you understand the craziness, you understand the whole damn subject.

Just what is the "craziness" of UFOlogy? Perhaps it is the possibility that the answer to the whole mystery is right in front of our nose--a position it has been in since 1947.

Al Bender, the first researcher to be silenced by the Men in Black, said that he came up with the final answer after going into the strange and unknown. Perhaps we should do the same.

Rather than chasing weird lights in the sky, or looking for UFO "windows", we should study some of the "explanations" that are most often laughed at, or thought crazy.

Could the UFOs be from Canada, or are they mere hallucinations? Is Dr. Menzel, with his temperature invasions right, or do the saucers come from the inner Earth? Are we all being hoaxed to death, or are they really vehicles from the Twilight Zone?

Could the final answer be in an area thought crazy by UFOlogists? Perhaps, we should turn our efforts to these areas of "non-respectability"?

The solution to the whole phenomena could be right around the corner.

Lucifer

Allan J. Manak

Inner mercurial planets have been a topic of mystery, in astronomy, for over 100 years. This same topic keeps coming out into the open from time to time. Astronomers in the past, as in the present, have claimed to have seen an inner mercurial planet. Some astronomers once tagged this planet as Lucifer. Putting all information together is a special job in itself. Some of the information is very sketchy, such as size. Planet "L" (as we shall refer to it), is supposed to be about one-half the size of Mercury or about 1500 miles in diameter. Its rotation around the sun is approximately 58 days. It is said that "L" can only be seen under most favorable conditions. Planet "L" was introduced to UFOlogy in the early 50's by researcher M. K. Jessup.

Planet "L", according to some UFO researchers, would be the ideal place for UFOs from another solar system to use as a sort of stopping off point, to study the planets in our sun system. The reason being that planet "L" is very near the sun, approximately 18 to 20 million miles, or about 18 million miles from Mercury, making it almost impossible to view. This is why only a handful of astronomers have ever seen "L".

Not only have there been theories on a mono-planet, but some believe in a dual system as well. The dual system being where there is two planets on the same orbit. These two planets would be directly opposite each other with the sun always in the center.

Astronomers are still seeing objects of mystery inside the orbit of Mercury. There are countless reports of seeing discs passing the sun in the 1880's or 1890's. The exact time evades me now, there was seen hundreds of disc-like objects in transit across the sun.

Could it be true that planet "L" is the home base in our solar system for the unidentified flying objects? Or does planet "L" exist at all?



FLYING SAUCER DIGEST

(THE ILLUSTRATED UFO MAGAZINE)

SAUCER ALBUM - TWO

→ "A LOOK AT THINGS UFOLOGICAL"

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